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10/580,657 filed 05/26/06

Amendment dated 6/27/08

Reply to office action of 3/27/08

## Remarks/Arguments

5 Claim 1-9 have been cancelled and the subject matter defined by  
the invention as originally presented in claim 7 expanded and  
rewritten as new claim 13. Reconsideration of the invention in claim  
13 is requested as claim 13 clearly defines over the prior art including  
10 the references of Rapoport in view of Janson and Ide through recited  
structure of a parking brake and not a service brake for an aircraft as  
the proposed combination but is directed to a parking brake that  
remains locked to hold a wheel stationary for a period of time. As  
with all parking brakes after cooling an initial force may not be  
15 sufficient to maintain a desired holding capability and if parked on an  
incline a roll away may occur. In the present invention should a brake  
be of elevated temperature when the parking brake is applied and a  
vehicle parked on a slope should the brake relax through cooling after a  
period of time and an initially applied force is argued with a  
20 second or additional force to provide the same holding capability.  
This holding capability is measured as a characteristic of the  
compression of the brake pad. Clearly in the applied references, the  
application of force never brings the wheel to a complete stop and  
nowhere is it suggested that compression after the brake cools is  
25 compression used as a measure of an additional force that is needed to  
achieve a same or desired holding capability. Claim 13 clearly recites  
a parking brake and includes both structure and function to maintain a  
desired holding force to keep a wheel from rotating once the parking  
brake is applied. In addition, claim 13 further provides for informing  
30 an operator whenever additional force has been applied to achieve and  
maintain the holding function of the parking brake.


Claims 10-12 and 14-15 recite further limitations with respect to  
the parking brake of claim 13 and are also allowable over the prior art.

In conclusion, this amendment places this application in  
condition for allowance.

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Respectfully submitted,

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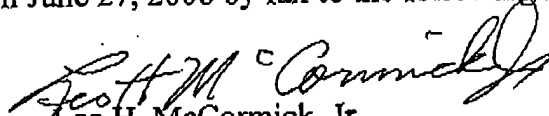
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CERTIFICATE OF Transmission

I hereby certify that this amendment is being sent to the United States Patent Office on June 27, 2008 by fax to the following No. 571-273-8300.

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